11: India G-4, 5 (1960-1961) 1962 AWII Kerala AWII

5.5 The average annual landing of marine (coastal) fish is estimated at 260,000 tons (35% of the all-India output) and the gross value of marine catches at Rs. 6.5 crores.

5.6 The catches from coastal waters comprise such commercially important species of fish as Sardines (20%), Prawns (13%), Mackerel (11%), Sharks (5%), Silverbellies (4%), Horse Mackerel (4%), Sole (3%) and Ribbon fish (3%). According to a sample survey conducted by the ICAR in Travancore-Cochin area, about 61 per cent of the total landings are consumed in fresh condition and the remaining part is utilized in various fish-based industries. (An alternative estimate by the State Fisheries Department puts the ratio as fifty-fifty.)

5.7 Dug-out, plank-built canoes and catamarans are the main types of crafts employed for fishing. Dug-out canoes are more popular throughout the State. Boat seines, gill nets, lines and hooks, coast nets and shore seines are the important tackle used in Kerala.. Drift nets are used for catching Sardines, Mackerels and Sharks while long lines are sometimes employed for exploiting Horse Mackerels and Shark fisheries.

5.8 During the last decade efforts have been made to introduce mechanized fishing in order to raise the outturn and improve per capita income of the fishermen. Experiments for mechanizing indigenous boats and introducing suitable new types of mechanized crafts have been carried out in the State with the help of FAO experts and the Indo-Norwegian Project. However, unlike Maharashtra, Kerala has made very little progresss in mechanizing its fishing activity. This is mainly explained by the fact that the indigenous crafts in use in Kerala at present, have been found unsuitable for the installation of engines. Thus, to introduce mechanized boats, new boats have to be designed and constructed. As a result of a number of investigations and trials, a few small mechanized boats, ranging from 20 to 26 feet in length, have been recently introduced in the State. The Indo-Norwegian Project has so far issued 88 mechanized boats to the fishermen who completed training with the project. In addition to these, the State Fisheries Department has also issued 39 mechanized vessels. Of these, 25 have been issued to fishermen; of the rest, some are operated by the Department at training centres for transportation of fish and some still remain idle.

5.9 In Kerala, as in some other marine States of India, mechanized boats are issued at subsidized rates to fishermen's cooperatives, groups of fishermen and to trainees who have been trained at one of the two Training Centres in the State. The quantum of subsidies is in line with the all-India pattern, that is, 50 per cent of the cost of engine, 25 per cent of the cost of hull and 33⅓ per cent on that of fishing nets and gears.[1]

5.10 The Indo-Norwegian Project is playing an important role in the development of fisheries in Kerala. The project aims at the improvement of socio-economic conditions of the fishermen. The programme envisages an increase in the production of fish as well as the earnings of the fishermen, improved handling and distribution of catches, the promotion of cooperative activities, and better sanitation and living conditions in the fishermen's villages. The project has also undertaken the supply of fish to the interior areas of the State. It provides most of the basic requirements of

[1] The Indo-Norwegian Project issued nets and gear on 80 per cent and hull and engine on 30 per cent subsidy in the beginning.

11: India G-4,5 (1960-1961) 1962 AWll Kerala AWll

establishment of booking agencies and the introduction of insurance against loss or theft are crying needs of the water transport system of the State. Licensing rules have to be made uniform throughout the State; the levy of tolls at locks and toll stations in Malabar has to be abolished, the loss in revenue being made good by licence fees. The bulk transport of petroleum products, which is of the order of 72,000 tons annually, suffers from restrictions on licensing of tank-boats with wooden hulls. Since the traffic is likely to be doubled in 10 years the rules must be reviewed to see if they can be amended to suit local conditions, especially in the case of non-hazardous petroleum products. A considerable volume of traffic-potential is likely to be generated for the waterways by the proposed programme of industrialization. A proper organization answering to the anticipated demands for transportation by waterways is called for.

8.29 At present 25,030 country craft (registered tonnage 180,735), 466 motor-boats (registered tonnage 2,988) and 1,298 crafts are operating on Kerala's waterways. In spite of the shortcomings referred to above, about 2.3 million tons of goods are moved annually over the waterways. The approximate figures of tonnage between specific points are 1.35 million tons between Cochin and Quilon, 60,000 tons on the Trivandrum-Quilon route and about 990,000 tons in the area north of Cochin. Particulars of the growth of traffic in recent years are not available.[1]

8.30 Motor-boats carry about 27,700 passengers a day on 65 different routes, the length of journeys ranging from 6 to 77 miles. Of this traffic, about 15,000 passengers were carried daily by 146 powered boats operated by the Kerala Water Transport Corporation in the Cochin-Quilon area. The Corporation's fares were slightly higher than on the Valloms. The organization ran into difficulties and is being reorganized. The State ferry services, operated with 13 powered boats between Ernakulam and Cochin, have been incurring losses. But in view of the revised fares introduced recently, they are expected to work profitably in the future.

8.31 The inland waterways were allocated Rs. 43 lakhs in the Second Plan in order to (*a*) construct the Alleppey-Shertallai Canal (*b*) improve the West Coast Canal from Trivandrum to Shoranur (*c*) construct the Badagara-Azhikkal Canal (*d*) improve canals in the Malabar area, and (*e*) carry out some minor works. In the first three years Rs. 23 lakhs were spent. As most of the funds were taken up in the execution of the Alleppey-Shertallai Canal Scheme, much was not done for the other schemes. Top priority is being given for improvements to the Cochin-Quilon section. The estimated cost for the Azhikkal-Badagara canal is Rs. 1.05 crores. As the proposed alignment involved deep cutting at several places, a new alignment is being worked out for execution in the Third Plan.

THE PORTS

8.32 The coastal and foreign traffic of the State is handled at Cochin, Alleppey, Calicut and 10 other ports of the State. The major port of Cochin dominates all

[1] However, in section 8.42 the rate of growth of traffic anticipated during 1961—71 is indicated.